

114495

BEFORE THE
DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
WASHINGTON, D.C.

Petition of
ALASKA ISLAND AIR, INC.
For an exemption from
FAR § 135.143(c)(2) of the Federal
Aviation Administration.

FAA-00-8140-1

REGULATORY DOCKET No.

PETITION OF
ALASKA ISLAND AIR, INC.

Communications with respect to this document should be sent to:

Sean Carlos
Alaska Island Air, Inc.
P.O. Box 195
Togiak, AK 99678

Phone: (907) 493-5120

or

Ken Acton
Application agent for Alaska Island Air, Inc.
2528 Douglas Drive
Anchorage, AK 99517

Phone: (907) 243-5055
Fax: (907) 243-0902

Submitted: 4 October 2000

BEFORE THE
DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
WASHINGTON, D.C.

Petition of

ALASKA ISLAND AIR, INC.

For an exemption from
FAR § 135.143(c)(2) of the Federal
Aviation Administration.

REGULATORY DOCKET No.

PETITION OF
ALASKA ISLAND AIR, INC.

Alaska Island Air, Inc. submits this petition for an exemption from FAR § 135.143(c)(2) of the Federal Aviation Administration in order to operate certain aircraft with any TSO-C74b or TSO-C74c ATC transponders.

In support of this petition, Alaska Island Air, Inc. states the following:

1. § 135.143(c)(2) states in pertinent part:

- (c) ATC transponder equipment installed within the time periods indicated must meet the performance and environmental requirements of the following TSO's:

* * * * *

- (2) *After January 1, 1992:* The appropriate class of TSO-C112 (Mode S).
For purposes of paragraph (c)(2) of this section, "installation" does not include –

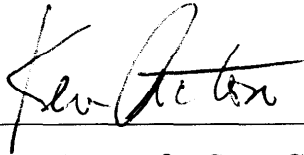
- (i) Temporary installation of the TSO-C74b or TSO-C74c substitute equipment, as appropriate during maintenance of the permanent equipment;
 - (ii) Reinstallation of equipment after temporary removal for maintenance or
 - (iii) For fleet operations, installation of equipment in a fleet aircraft after removal of the equipment for maintenance from another aircraft in the same operator's fleet.
2. Alaska Island Air, Inc. requests authority to operate aircraft with any TSO-C74b or TSO-C74c ATC transponders and requests relief from the requirement of TSO-C112 (Mode S) ATC transponders.
3. Alaska Island Air, Inc. is a corporation conducting part 135 on-demand operations within the State of Alaska. The petitioner currently operates two aircraft and is seeking the requested exemption authority for the following aircraft:
- N9304K Piper PA31-300 Cherokee
 - N8374T Piper PA31-301 Saratoga
 - Any aircraft additionally added to its Operations Specifications for which an ATC transponder is needed and notice is given to the principal operations inspector.
4. This petition is in the public interest for safety reasons. Mode S transponders, when combined with the required ground sensors, may enable ATC to track aircraft more effectively, thereby reducing the likelihood of a mid-air collision. However, without the required ground sensors, Mode S transponders provide no more benefits than TSO-C74b or TSO-C74c ATC transponders. The FAA

has yet to install any of the needed ground sensors in the State of Alaska, and does not foresee their installation for at least another 3 years. The petitioner operates exclusively within the State of Alaska and currently uses TSO-C74b or TSO-C74c ATC transponders in two of its aircraft (King model KT76A, Garmin GTX 320). Therefore, the proposed exemption would not reduce aviation safety.

5. This petition is in the public interest for economic reasons. The current Alaska cost of Mode S transponders is approximately \$3700 per unit plus approximately \$1000 per aircraft for installation. Installation of the Mode S transponders and/or removal of the existing transponders would place an undue and substantial burden on the operator and its customers. Granting the exemption would generate relief and benefits for Alaska Island Air, Inc. and its customers in the form of efficient cost control.
6. Alaska Island Air, Inc. requests waiving publication of this exemption petition in the Federal Register. Any undue delay would place a significant economic and burden on the petitioner and would limit the ability of the petitioner to meet its service demands.
7. The Federal Aviation Administration has recognized that the required installation of Mode S transponders without the installation of appropriate ground sensors, and their installation in aircraft not required to have TCAS II may not be essential for a safe and efficient National Airspace System. Pursuant to this stance, the FAA has previously proposed rulemaking to revise FAR § 135.143(c)(2) and has granted exemptions similar to this petition to other operators.

WHEREFORE, Alaska Island Air, Inc. respectfully requests that the Federal Aviation Administration grant this petition, and any such other relief as it may find to be in the public interest.

Respectfully submitted,

A handwritten signature in cursive script, appearing to read "Ken Acton", written over a horizontal line.

Ken Acton, for Sean Carlos
Alaska Island Air, Inc.

Date: 10/4/00